

THE Pacific Commercial Advertiser

A MORNING PAPER.

WALTER G. SMITH EDITOR
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LACK OF SEA-GOING ACCOMMODATIONS.

Too many people clamor to go to the mainland from here during the busy season and are given no chance, to enable those who point to vacant berths during the dull season to deceive the public by such statistics. The facts as they stand are known to the Promotion Committee, to the hotels and to the friends of complaining tourists. They were known to the Congressmen who came here two years ago, one of whom had to pay a fine of \$200, to reach the mainland on the only passing eastbound vessel, a liner which ought to have been wide open to him and which was only half-filled. They were also known to Secretary Straus and his party, who had to pay a fine of \$1000 to leave here when their time came to go, because their only recourse was an interdicted foreign bottom. In view of these facts and hundreds like them, it is mere, witless mendacity to insist that there are always enough eastbound accommodations from here. When the season has a slack month or two, some berths may, indeed, go empty; but it is not true of those long periods in every year when Honolulu is making its strongest bid for tourists.

Viewed at the San Francisco end, the situation is also very bad even when there are berths to be booked. Time and again we hear of groups of tourists who, attracted by the promotion or other literature, want to come here but will not take passage because they can not be assured of a return trip by any eastbound passenger steamer which may have accommodations. These folks will not take the chances of long delay in this port. People have made this complaint time and again to the Promotion Committee, and that body is well aware that Honolulu has been deprived of a considerable revenue by the application of the coastwise laws. So is everybody else so aware, including those who are trying to deceive Honolulu about the actual steamship situation.

Those who want the adverse condition to stay as it is, talk about "building up the American merchant marine," by excluding foreign bottoms from the local trade. That would be a sufficient excuse if there were any adequate signs of such construction. But only one new vessel is promised and there is no assurance that, when it comes, it will not displace one of the same line. For nearly a decade the coastwise laws have been in force here, and yet one of the American companies doing business between Honolulu and San Francisco, has tied up its three finest steamers during that time and given Honolulu the use of a smaller and older one. So long as those passenger vessels are dismantled at Port Costa we shall not look for any larger building program from their owners. The whole thing—the tying up of ships, the denial of adequate service, the exclusion of foreign vessels—looks like the creation of a monopoly; a decision to keep steamship accommodations under the demand rather than equal to it or beyond it; a device to force expenses down and business up, which has been made very familiar to the public during the past few years by the shutting off of some industrial facilities so as to keep others of the same kind going at high pressure under a reduced scale of outlay.

"Patriotism" is a mantle, which, like charity, covers an immense amount of humbug. It was invoked against the Relief bill which President Roosevelt and his cabinet favored and which would have passed Congress but for the tricks of a steamship trust which has given the North Pacific the worst service known to the deep waters of the globe and also the highest priced. Far from being an unpatriotic measure, the Relief bill was intended to force the trust to build more ships and better ones; and this is what the monopoly objected to. The bill provided for its own demise whenever the American lines should give adequate facilities; but those lines did not want to meet the conditions, and if left to themselves are not likely to.

This journal agrees with the Honolulu business men, who, after a fair discussion of the subject, voted overwhelmingly in a public meeting and by postal card, in favor of relief, that the fight for coastwise exemption should be resumed next winter. It is a cause which spells success for the promotion movement, for the homestead movement and for all the agencies of community growth and progress.

WAR ITS OWN ANTIDOTE.

The vast expense of building Dreadnoughts and the peril to Dreadnoughts themselves from the development of airships, is beginning to inspire the friends of peace. Something must snap financially if the race for naval supremacy goes on; and what is the use of the race, even if it could be afforded, if the armor-clads are going to be at the mercy of aerial enemies? Speaking under this head, the London correspondent of The Tribune says:

The pressure for Dreadnoughts is so great that David Lloyd-George and Winston Churchill may be forced to assent to measures which they have stoutly resisted. Even a man of peace like Robertson Nicoll, editor of a powerful Nonconformist British weekly, cries aloud for a great naval loan and laments a lack of courage in the Prime Minister; yet the experiments of the Wrights and Zeppelins are exposing Dreadnoughts to a terrible menace of a rain of dynamite from the sky, in addition to the ordinary risks of being blown up by submarine mines and torpedoes.

Experts predict that aeroplanes will soon be flying at the rate of sixty miles an hour with a load of 1500 pounds, and assert that a thousand at least can be turned out for what one Dreadnought will cost. When these dynamite scatterers swarm in the air the dangers of naval operations will be absolutely appalling, and the nations will be compelled to form a league of peace for common defence. Meanwhile, Dreadnoughts are demanded, eight at once, even if they are likely to become obsolete in five or ten years and money has to be borrowed to pay for them. Land reformers as well as economists are played with.

If governments would apply to themselves the common-sense policies they impose on their subjects, there would be no more war between nations. Centuries ago laws were framed to prohibit the settlement of private wrongs by private violence. Courts were established to deal with such matters equitably; and they stepped in between individual belligerents. It was a move toward civilization. Another such step would be the adoption on an international scale of precisely the same principle—the creation of a court for the settlement of all differences between nations, each organized country on the map providing enough land and sea police to enforce, if need be, the decrees of the tribunal. Such a policy would ordain justice, stop the waste of blood and treasure, put an end to conscription and turn the men now engaged in bearing arms—or the vaster number of them—into fields of peaceful enterprise, some of which, in the three almost virgin continents of Africa, Australia and South America, are peculiarly open and alluring.

War seems to be proving its own antidote. It is becoming so costly and destructive that it can not be afforded; and as all wars are due, primarily, to economic causes, the same causes may be trusted to put an end to them when they cease to pay.

The Shah of Persia, observing Abdul Hamid's ill-starred encounter with the Constitutional party, has summoned a national assembly and ordered a general election under the organic law which, not long ago, he was trampling under foot. Whether he has acted in time to head off the popular uprising which, in view of the Turkish object-lesson, was to have been feared, remains to be seen. Judging from various examples in history, a sovereign who only attempts to placate the people after they have learned how to overthrow him, gets a short shift.

For a hundred years or more, Lourenço Marquez—there are various ways of spelling it—was known as the most unhealthy port in Africa. It lies on a plain at the base of wet mountains and is surrounded and penetrated by swamps. A short time ago a mosquito crusade was begun there. Stagnant water was drained or oiled and eucalyptus trees, the growths which helped redeem the malarious campaign, near Rome, were freely planted. The result is that Lourenço Marquez has become reasonably healthy.

The coast visit of the two Japanese training ships is the return call of courtesy, to the duties of which more vessels would have been assigned but for the need, at all times in the Far East, of keeping the fighting lines as intact as possible. The American government would have been glad to welcome a larger squadron, but it is showing the small one that, whatever local agitations there may be against Japanese, the sentiment of the nation toward Japan is friendly and hospitable.

If the wheat loaf becomes too dear to eat, there may be a chance for the hapless restaurant-diner to get hold of some good, old-fashioned, hot corn bread. There is no great loss without some small gain.

AN ESTIMATE OF FUNDS ASKED

(Continued from Page One.)
Wilson is Congratulated.

When the board finished the reading of the road supervisor's report on the collection of garbage, etc., for last month, in which it was shown that, after deducting all expenses for conducting this bureau, he was but \$2 on the wrong side of the ledger, the board accepted his report with a congratulatory rider. In previous times the county has been about \$300 behind each month.

Asks for an Inventory.

Superintendent of Public Works Campbell asked the board to furnish an inventory of all Territorial property now used by the county, including horses, mules, equipment for road-making, quarrying, tools, etc. The board selected the road supervisor, Engineer Gere and the district road overseers to compile such inventory and hand it in to the superintendent. It is one of Supervisor Quinn's hobbies to gradually turn back such property to the Territory and have the items marked off so that all property purchased by the county may be branded as the county's and owned permanently. He is making a move in the right direction, as he fears the next Legislature may require the County of Oahu to pay for all Territorial property it is now using, which would entail great financial loss.

Waiahole Bridge About Pan.

Supervisor Quinn reported that the repairs to the famous Waiahole bridge would be finished in about three days. Then came a letter from the Mayor enclosing a plan and specifications from Engineer Gere for the Waikane bridge in Koolau, damaged by the March storm. He estimated the repairs would cost \$1150. The statement was made to the board by Mr. Gere that the bridge at Apa was in need of repairs and a concrete culvert would be desirable. In order to get started on both, leaving the matter entirely in the hands of the Engineer, the board appropriated, upon motion of Quinn, the sum of \$2000 for both bridges. If the Engineer believes that the work could be better done by contract, he will call for bids.

Horse on the Board.

The long-drawn-out controversy as to whether the chief of the fire department could trade off two old horses for one young one, was ended last night by his agreeing to retain the best of the two and turn one back to the Territory, which will be struck off the Superintendent of Public Works' inventory. The discussion caused some bickering among the members, Kane and Ahia accusing each other of not keeping faith in the matter of a report turned in last week by Kane.

The New Inspector.

J. J. Mehlstein, whom the Mayor appointed as building and plumbing inspector, has lived in Honolulu for the past eleven years. In the early part of that period he worked as a journeyman plumber, and later was for a time in business for himself. For the past five years he has been employed in the Quartermaster's Department of the United States Army, for the past three years as superintendent of construction. J. L. Young, civil engineer and superintendent of construction, Quartermaster's Department at Large, speaks in the highest terms of Mr. Mehlstein's fitness, qualifications and good judgment. Captain J. C. Castner and Captain M. N. Falls of the Quartermaster's Department, both of whom have had much to do with Army construction here in Honolulu, also speak highly of Mr. Mehlstein.

Mr. Mehlstein is well known in the building trade in Honolulu and his reputation is the best. Among the passengers on the Korea was G. Lorillard, who is the son of Mrs. Pierre Lorillard, the New York society woman who recently committed suicide in Washington. The son was kept in ignorance of his mother's death, or at least of the manner of it, and is supposed to have left Honolulu without knowing the truth. The Lorillards are multi-millionaires.

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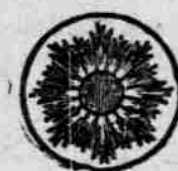
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